

HOPES TO GAIN ANCIENT KINGDOM



Abdurrazzak, the subject of this photograph, is a descendant of an ancient king of Botan in Kurdistan, who in 1262 was defeated and captured by the Turks. He has been secretary of the Turkish embassy at Petrograd and master of ceremonies at Constantinople and is now in the military service of the czar, hoping to regain the kingdom of Botan.

HAD GREAT CAREER

Matanzas Was Some Sea Rover in Former Days.

Yankee Barkentine Which Went Down Recently in Storm Off Bermuda Had Been War Prize and a Smuggler.

New York.—The old Yankee barkentine Matanzas, which has succumbed to the god of storms in her twenty-sixth year, had a picturesquely adventurous career. She had more bad luck and more good luck than almost any other vessel along the coast. She left Newport News for Cadiz on her last voyage, and nobody thought anything could sink her.

A hundred miles to the eastward of Bermuda she ran into heavy gales that plucked out her masts. She foundered, her cargo of coal—1,400 tons—shifted, and Capt. E. H. Nuss and his crew of nine had just time to leap into the long boat.

On the second day in the drifting longboat death took his first victim. All hands bailed night and day. Ten days were passed in that unspeakable longboat without food or fresh water. At the rate of about a man a day they perished. The absence of their weight—providentially, perhaps, for Captain Nuss—made the boat more buoyant. Four men died on the fifth day and three on the ninth.

Then the schooner Bayard Barnes rescued those that were left, Captain Nuss, the steward of the lost Matanzas and one sailor. They were taken to a hospital in Para. Captain Nuss left the two men in the hospital at Para. He came here on the steamer Rio de Janeiro and has gone to his Connecticut home.

This vessel was an unofficial smuggler, prize of war, tanker (molasses, water or oil, according to charter), blockade runner, mail packet in time of war and drogher. She was repaired and re-repaired, rebuilt, refastened, new sparred, new rigged, surveyed and specially surveyed, and was still a good risk.

Bill Rogers, the shipbuilder of Bath, did an honest job when he shoved overboard the Matanzas. During the Spanish war W. D. Munson & Co. owned her, and she was once a sailing packet between Havana and New York.

Before the Munsons owned her she carried clandestine cigars, which, however, were handled by her thrifty crews, not by her owners. A sailor who had a growl because he was left out of the speculation gave away the smugglers to the collector. He said she brought in 25,000 cigars at a time. Her mate was caught trying to smuggle cigars ashore, and in the galley were more smokes within a pot of beans.

Two years before the Spanish war she had been equipped with tanks of 30,000 gallons capacity for bringing molasses. She never stopped going light to Cuba on account of any war—at least, she didn't wait for war to be declared before staying home.

In the early stages of the conflict in Cuban waters the Atlantic fleet had to turn back the Matanzas to save her hide. So when she got along to about the latitude of Key West and found that Admiral Sampson wanted fresh water, what more appropriate than that she should take a government charter to carry Schuykill water from Philadelphia to the fleet?

Next she fitted out as a mail ship to carry code dispatches from Florida for the Cuban revolutionists. On her first trip in this new character she bore Joaquin Aloina, the representative in

NOT YET SEA RULER

Supremacy of Submarine Remains to Be Proved.

War Has Disproved Some of Sir Percy Scott's Theories Regarding Naval Warfare—Radius of Undersea Craft Is Increasing.

London.—It is a year since Admiral Sir Percy Scott published his famous letter on the use of the submarine in warfare. The chief points he put forward were:

Submarines have entirely done away with the utility of ships that swim on the water.

No man-of-war would dare to come within sight of a coast adequately protected by submarines.

If by submarines we close egress from the North sea it is difficult to see how our commerce can be much interfered with.

With sufficient submarines about it would not be safe for a fleet to put to sea.

No fleet can hide itself from the submarine's eye, and the submarine can deliver a deadly attack even in broad daylight.

With a flotilla of submarines . . . I would undertake to get into any harbor and sink or damage all the ships in that harbor.

There were many replies to the letter. Lord Sydenham admitted that the submarine would undoubtedly impose new risks on large ships in certain waters, and if favored by chance would obtain occasional successes. In remarking that submarines could not serve all the purposes demanded of ships it is noteworthy that Lord Sydenham anticipated that warfare conducted by submarines alone must lead to "piracy."

One of the ablest of Sir Percy Scott's anonymous critics, signing himself R. N., said:

"We cannot regard the torpedo, whether carried by the battleship, the destroyer or the submarine, either as a decisive or a primary weapon. At the most it introduces an element into naval warfare equivalent to that which ambushes, surprise attacks, cutting off expeditions play in other kinds of guerrilla warfare. It will affect grand tactics profoundly, but in no sense incalculably, as its use can seldom if ever prove of decisive effect."

This seemed to be the opinion of the great majority of navy men. Winston Churchill said in a speech that many believed a blow might be struck beneath the water "which will be fatal to the predominance of great battleships at any rate in the narrow seas."

That time has not come yet, and the ultimate decision of naval war rests with those who can place in the line of battle fleets and squadrons which in numbers, quality and homogeneity, in organization, in weight of metal and in good shooting are superior to anything they may be called on to meet."

Sir Percy Scott, in reply to his critics, opposed Lord Sydenham's assertion that submarines would need a parent ship and suggested that their range of action was increasing. As a matter of fact it is now believed that the German submarines in addition to what supplies of oil and other necessities they can get from disguised ships are using submarines of the old type as tenders and bring them to the surface for the purpose of transferring supplies.

Admiral Bacon said in a letter: "The idea of attacking commerce by submarines is barbarous." Sir Percy Scott evidently considered this objection would have no weight in the eyes of the Germans, and replied:

"Our vulnerable point is our oil and food supply. The submarine has introduced a new method of attacking these supplies. Will feelings of humanity restrain our enemy from using it?"

He added: "To exterminate submarines is a difficult task. An easier task would be for the enemy's submarines to exterminate us by stopping our supply of food."

He pointed out the probability that the enemy's submarines would not go into the high seas to find our food ships. "Why not wait at the mouth of the Thames, or any other port, where he will find them coming out like railway trains?"

BURNED HOUSE A GOLD MINE

Coins Worth \$2,200 Found in Ruins of Author's Home in New York.

Peekskill, N. Y.—James Hooper, while digging out the ruins of a burned homestead at Tompkins Corners, near Peekskill, thought he had struck a gold mine. He began picking up all sorts of American and foreign gold coins. Before he finished his day's work he had found 357 coins of various kinds, but all of gold. It developed that Thomas Upp, an author, who lost his life when the homestead burned some time ago, had kept a numismatic collection. This accounted for the discovery of \$2,200 in gold in the ruins.

Robbed the "Cop." Elkhardt, Ind.—While Abraham Pearce, a policeman, slept in his home, a thief with pliers turned the key on the inside of the door, entered the home and got \$100 worth of Mrs. Pearce's jewelry.

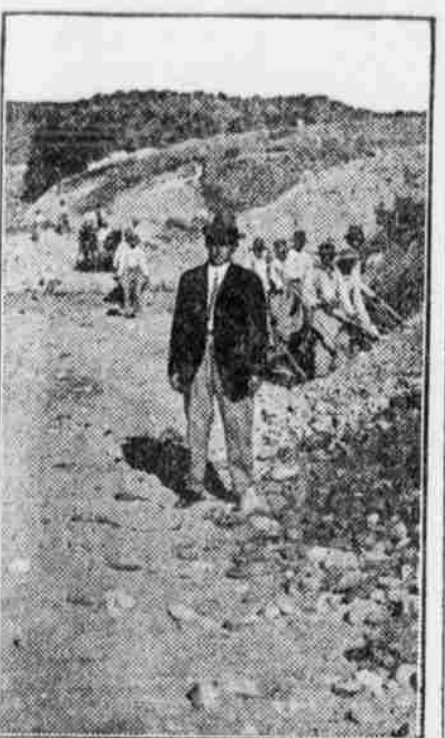
PUBLIC HIGHWAYS

MANY STATES USE CONVICTS

Different Systems of Employing Prison Labor on Public Highway Improvement Is Described.

Thirty states at the beginning of the present year had on their statute books laws providing for the employment of state prisoners in road building. Arizona, Arkansas, Idaho, Louisiana, Maryland, Montana, Nevada, New Jersey, New Mexico, Ohio, Oregon, Virginia and Washington follow practically the same system, providing that the control of this work shall be vested in the state highway commission. The highway commission or state engineer makes requisition for such number of prisoners as he can use effectively, and the prison authorities turn over to him such prisoners as are suitable for the road work.

The prison commission or board of control of state institutions is held responsible for the development of



Convicts Building Good Road.

the convict road work in some nine states—Colorado, Indiana, Iowa, Kansas, Michigan, Missouri, North Dakota, Oklahoma and Wisconsin. State prisoners are turned over to the county authorities to be worked on the county roads in Florida, Georgia, North Carolina and South Carolina. This system is not approved by the national committee on prisons and prison labor, which holds that the state under no circumstances is justified in delegating the responsibility for its convict wards to county authorities.

The system in New York state divides the responsibility for the construction work and maintenance of the camps between the state highway department and the commissioners of the counties in which the roads are to be built, with the state superintendent of prisons in final authority. In Utah, West Virginia and Wyoming the highway department and the prison department co-operate in the control of this work. The prison department is fully responsible for the care and discipline of the prisoners, while the road department is called upon to do the work which it is equipped to do, the building of roads.

The committee has found this latter system essential to the successful development of convict road work. The prison department is in a position to care for the prisoners and to handle such matters as food, clothing, housing, medical attention, the affording of educational facilities and recreation.

GOOD ROADS ARE INCREASING

United States Leads France in Miles of Improved Highways—State Aid Now in Effect.

According to the Good Roads Year Book of the American Highway association, recently issued, America now has 6,000 miles more of good roads than France, the total for this country now amounting to 31,000 miles. Of this 5,000 miles were built in 1912 and about 6,000 in 1914, making a total of over one-third of the entire mileage of the good roads of the country.

New Jersey was the pioneer state to provide state aid for public highways. In 1891, and Massachusetts and Connecticut soon followed, but it is only during the last ten years that the state aid policy has been in effect to any considerable extent.

Los Angeles to Improve. Seven million dollars will be expended on the roads of Los Angeles in 1915. Three hundred and twenty-four miles of concrete boulevard and 160 miles of decomposed granite highway will be constructed.

Farmer Realizes Value. No other citizen realizes the value of good roads as does the farmer.

Judging a Community. A community can safely be judged by the kind of highways it maintains.

NEWS and GOSSIP OF WASHINGTON



Broad Smile Worn by President's Stenographer

WASHINGTON.—Charles L. Swem, President Wilson's personal stenographer, went to work the other day with a broad smile, a box of cigars, and the happy announcement that he was proud father of a six-and-a-half-pound boy. Throughout the day the smile was there and the announcement was always on tap. Mention of the cigars became unnecessary fifteen minutes after the distribution began.

President Wilson was the first to congratulate the proud parent. The newspaper men were congratulating him all day. It was the first piece of real news they had ever obtained from "Charlie," who, despite his boyish appearance, has been able to hold under seal more big secrets of a man of his years. He not only made the announcement voluntarily, but disregarding a hitherto unbroken habit, he actually confided a secret. He admitted it was possible that the boy would be named Charles Woodrow Swem. And he further admitted that anything he might say by way of a name for the boy would be pure speculation, as, of course, Mrs. Swem would have the final say. It's "Charlie's" first child.

President Wilson brought Swem with him to Washington when he became president. The young man is shy just seven points of the world's record for stenography. He has taken every speech made by the president and through his hands pass all the confidential communications which the president dictates.

But all of this is as nothing compared with the all-important fact that "Charlie" is a father.

Both mother and son are doing nicely. All of which goes to explain why the president's personal stenographer went to work wearing a broad smile, with a box of good cigars in a convenient place and the important announcement of the little stranger's arrival always on tap.

George Washington Covered With Gray Dust

IF former Congressman McCall could see Greenough's George Washington he would be shocked. Years ago Greenough produced a splendid statue in white marble of the Father of His Country and it was placed in the plaza fronting the east of the capitol, dominating its environment. It was a fine piece of art and represented Washington seated after the manner of a Roman patrician, but very scant of drapery, so that he was much exposed to the elements of torrid heat in summer and of icy cold in winter. The statue became more an object of pity than of admiration.

Congressman McCall was among those who felt distressed, and he noticed, moreover, that the fine marble was corroding from the elements, and he and Senator Wetmore of Rhode Island, both being chairmen of the library committees, having in charge the art of the capitol, got their heads together and persuaded congress to pass an act authorizing the removal of the statue to the Smithsonian institution, where it was placed in an apse in the large hall to the west that looks like a chapel. The new home seemed most appropriate; the statue looked like a shrine. It was indoors, anyway.

But they have made changes in the institution, and the chapel is now a mass of cases for exhibition purposes and the statue is quite concealed, surrounded by the lumber and glass, so that the effect it might have is altogether lost. The statue seems thrust into a hole in the wall, as a cast-off among a lot of other debris, and, moreover, it is covered with gray dust, until it is getting to look quite black and certainly repellingly soiled.

Another amusing incident in connection with this notable statue is the fact that Senator Gorman of New York during the last session of congress introduced a bill providing for the removal of this work of art to the Smithsonian institution. It is presumed, of course, that the senator had no knowledge of the whereabouts of the statue.

Eastern Approach of Capitol to Be Replaced

WASHINGTON'S most historic spot is to be replaced. For more than one hundred years the stone steps on the east front of the capitol have staged many eventful and historic scenes. There each president has taken the oath of office and delivered his inaugural address; there President Lincoln made his famous second inaugural; there Coxey tried to make a speech; there automobiles have sought to ascend for advertising purposes, and various other efforts have been made to stage "stunts," including that of the motion picture men when a dancer tripped it lightly down the flight in Grecian garb, and there the suffragists reviewed their parades. All this, and the constant stream of visitors (for legislators and those having business in the capitol seldom use this entrance) have worn the Virginia freestone or sandstone thin. It is cracked in spots, and is unsightly as well as dangerous.

Recently proposals were received by Elliott Woods, superintendent of the capitol, for removal of the main entrance steps and replacing them with either marble or granite. The original material, of which the main capitol building also is constructed, will not be replaced, as the other substances are considered more durable.

The appropriation for the work was \$11,000. Among the Washington firms submitting bids were Arthur Cowall, Cranford Paving company, and the Vermont Marble company.

Your Uncle Sam Is an Unusually "Good Mixer"

AT the risk of being flippant it might be said that Uncle Sam is an unusually "good mixer." Not that he has a special knack at being a good fellow with the other nations of the world. That term, however, is used literally, for Uncle Sam is recognized throughout the country by his citizens who own and manage industries, great and small, as about the final authority on just what materials in just what proportions should be mixed together to produce a desired substance.

As a result of this recognition scores of letters reach the bureau of standards, which includes the government's big industrial laboratories, requesting information as to formulas and specifications of all sorts from the correct make-up of ink to fill fountain pens to the proper ingredients for concrete to be exposed to sea water.

The origins of the requests are about as varied as the requests themselves. They come from manufacturers and dealers, technical specialists in many lines, industrial research laboratories, scientific institutions, public utility corporations and commissioners, students and inventors, and from municipalities, states and departments of the national government. Neither the national government nor the state governments are required to pay for these services, but a reasonable fee is charged others who pass their problems up to the bureau's experts.

PLANNED UNIVERSAL GOWN



Miss Jessie Rossfield of New York was awarded the \$100 prize offered through Mrs. Mildred Johnston Landon by the polymuriel committee for her design for a gown for women that can be suitably worn on all occasions. The gown is especially designed to bring freedom and comfort, without any loss of effective lines, to both body and pocketbook.

Sentenced to "Eternal Sobriety." Jamaica, N. Y.—Mrs. Margaret Atkins, charged with neglecting her children, was sentenced to "eternal sobriety" by Magistrate Miller. She accepted the sentence and promised to abide by it.